



NOW READY.  
CHRONICLE & DIRECTORY  
FOR  
CHINA, JAPAN, PHILIPPINES, BORNEO,  
STRAITS SETTLEMENTS, COchin  
CHINA, SHAN &c.  
FOR 1883.  
With which is incorporated  
THE CHINA DIRECTORY.

The issue for 1883 which is the

TWENTY-FIRST ANNUAL PUBLICATION, has been considerably extended, both in the Directory proper and in the Appendix. The ports in Borneo have been added to the former; whilst the latter includes in addition to the usual contents, the Treaty between BRAZIL and CHINA, the new regulations for the overland trade between RUSSIA and CHINA, the Revised Consular Regulations for the Treaty Ports of China, Piloting Regulations and other additions.

The ALPHABETICAL LIST OF FOREIGN RESIDENTS again has been much increased. THE CHRONICLE AND DIRECTORY contains the following Lithographed MAPS and PLANS:—

CODE OF SIGNALS IN USE AT VICTORIA PORT.

MAP OF THE ISLAND OF HONGKONG.

PLAN OF THE CITY OF VICTORIA.

NEW MAP OF THE FAR EAST.

PLAN OF THE CITY OF CANTON.

PLAN OF THE FOREIGN SETTLEMENTS AT SHANGHAI.

PLAN OF YOKOHAMA.

PLAN OF MANILA.

MAP OF THE TOWN AND ENVIRONS OF SINGAPORE.

The large Edition consists of over ONE THOUSAND pages of printed matter. It is indispensable in every Merchantile Office in the Far East and will be found a useful road-memorandum to those travelling either on business or pleasure.

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Daily Press Office, 27th January, 1883.

NOTICE.

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HONG-KONG DISPENSARY. [23]

NOTICES TO CORRESPONDENTS.

Communications on editorial matters should be addressed to "The Editor," and those business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

Advertisers and Subscribers which are not ordered for a fixed period will be continued until unclaimed.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

DEATH.

At his residence, 18, the morning of the 10th instant, HENNEPINIANO ANTONIO LERNA, aged 50.

The *Daily Press*.

HONGKONG, FEBRUARY 10TH, 1883.

Scott is found to have committed "a grave error of judgment." Captain Scott admits that he did not comply with the regulations, alleging as his reason that the signal gun would take some time to load, that it had never been used before, and that it was thought best to take the means that were quickest, and therefore rifles were fired. He also says that he would have had to get through the whole crowd of passengers to use the gun, as they were all crowded on the deck. He admits, however, that he "did not really think of firing the gun." The probability is that Capt. Scott had not actually present to his mind at the time the particular regulation applying to the circumstances, and he took the measures which first suggested themselves to his mind as being best calculated to meet the emergency. It could hardly be expected that with a fire raging on board a ship a captain would spend his time in looking up regulations, and it is hardly likely that any captain who is in one port to-day and in another to-morrow would have the regulations of each at his fingers' ends. We venture to say that had the fire occurred on any other ship the captain would have acted on the same principle as Captain Scott, namely, attempting by the readiest means to make his distress known while at the same time taking measures for the subjugation of the fire; it might or might not have occurred to him to fire the gun. With respect to the hoisting of lights, it is admitted that in the case of the *Caribbeo* they could not have been seen from the *Audacious*, and therefore that point may be left out of consideration. It is unfortunate, however, that it did not occur to Captain Scott to fire his signal gun. As it is laid down in the regulations that he ought to have done, and as shipmastes must be presumed to be acquainted with every word of the regulations (though probably very few are actually so), it must be held that he did technically commit an error of judgment, but under the circumstances the word "grave" might, very well have been omitted from the finding of the Court. It is more than doubtful, we think, whether the firing of the gun would have made the slightest difference. No one will disagree with Captain Thomsen when he says that had the man-of-war received intimation of the fire he was sure they would have been most willing to render assistance. In rendering such assistance they would only have been doing their duty, and it is not to be presumed they would be wilfully guilty of such a grave dereliction of duty as the withholding of assistance would have constituted, or that they would do their duty unwillingly. But as we have already said, we do not see that the firing of guns would have made much difference. Captain Thomsen says no one on the *Audacious* knew of the fire until four o'clock. Before two o'clock the sky to the westward was brilliantly red with the reflection of the flames, and although the steamer itself could not be seen from the *Audacious*, owing to the bend of the land, it must have been patent to any one on the watch that a fire was raging, and, judging from the direction of the illumination, that it was probably a ship on fire. The firing of a gun would hardly have made the fact clearer. There are, therefore two hours to be accounted for. The fact probably is that it happened to be one's business in particular to set the circumlocution department in motion, and so much valuable time was lost—not, let us say, owing to dereliction of duty on the part of individuals, but to a defect in system, or an unfortunate combination of circumstances. But it is very hard on Captain Scott that he should have an implied charge cast upon him, merely to clear the Navy. It will be noted that the Court did not apparently consider the circumstances called for a formal censure.

The delivery of the American mail was begun at 8 o'clock yesterday afternoon.

H.M. double-screwed steamship *Sieuff*, Commander Collins, arrived here on Thursday from Canton.

The large spirit of charity which exists among the Panses community of this colony is well known, and only yesterday we had another instance of their munificence in the shape of a donation of \$25 for the Poor Box of the Poor Court. We learned from citing the name of the donor, that the gentleman did not wish his name to be published.

The steamer *Kwangtung* left here on Thursday to connect with the *Caribbeo* for the latter's return. Three of the four steel boats were lost shortly after leaving Amoy on her way to Foochow, and she put back to Amoy, where she loaded her Foochow cargo, and then came on to this port under sail assisted by the remaining blade of the propeller. She made the journey in two days and a half, and has now gone to her burthen.

On Wednesday Mr. H. E. Wedderburn, while sitting as Police Magistrate, was presented with a medal by Amahs officials, on behalf of the Government of that country. The presentation was made in connection with his Worship's late decision in a prosecution against Chinese who were trading in contraband Amahs. On one of the boats he had brought from Foochow, he was captured with a "pig" and "upper cast."

On the other side are two dragons, a representation of the sun, and of a cloud.

For myself, the unmasking walk was a surprise. I was dancing with I knew not whom, and could not repeat a single word from her, good, bad, or indifferent. Evidently she was fearful that her voice would betray her. I was really rather interested as to who she could be, and more and more surprised that I did not recognize her step (I thought I knew the step of every lady in Hongkong, and here was divine) when off came the masks, and to my equal astonishment and delight, I found that my partner was one of the best known and most graceful dancers in the Colony. Of course I told a fib, and pretended that I knew her all along.

Prior to the dance, I was told by a friend of music that I "must modulate my voice that my words must only be caught by the tympanum of the ear to which they were muffled." If I do not err, I heard this gentleman trying to "marrow to a tympanum" during one of the earlier dances. Unfortunately for him, however, in what was no doubt an interesting scene, Providence has blessed, or cursed, him with a voice the tones of which can only be likened to a nutmeg grater, to which circumstance I owe the fact that I unwisely heard what he happened to be at that moment grating. He was impassioned, but I must, in truth, add very harmless, not to say mild.

The steamer *Hawke* brought the information yesterday afternoon that the *China Empress* had gone to the Canton River, in which she was last seen on the 20th ult. She is to be seen again on Wednesday. On Thursday evening she left Canton and steamed down to where the *Western* lay, and was there joined by the *Yatze*. The *Yatze* was also there, and Admiral Wedderburn arrived in the *Yatze* on the 21st ult. The *Yatze* had been in the *Yatze* for a week, and was to be seen again on Friday morning.

Among the passengers by the  *Pacific*, Miss *Eliza* was the only one who had been to the *Caribbeo*, and she was the only one who had been to the *Audacious*. She was a good dancer, and had a very good time. She was a good dancer, and had a very good time.

On the 20th ult. the *Caribbeo* was at the *Yatze*, and the *Yatze* was at the *Caribbeo*. The *Caribbeo* was at the *Yatze* on the 21st ult. The *Yatze* was at the *Caribbeo* on the 22nd ult. The *Caribbeo* was at the *Yatze* on the 23rd ult. The *Yatze* was at the *Caribbeo* on the 24th ult. The *Caribbeo* was at the *Yatze* on the 25th ult. The *Yatze* was at the *Caribbeo* on the 26th ult. The *Caribbeo* was at the *Yatze* on the 27th ult. The *Yatze* was at the *Caribbeo* on the 28th ult. The *Caribbeo* was at the *Yatze* on the 29th ult. The *Yatze* was at the *Caribbeo* on the 30th ult. The *Caribbeo* was at the *Yatze* on the 31st ult. The *Yatze* was at the *Caribbeo* on the 1st ult. The *Caribbeo* was at the *Yatze* on the 2nd ult. The *Yatze* was at the *Caribbeo* on the 3rd ult. The *Caribbeo* was at the *Yatze* on the 4th ult. The *Yatze* was at the *Caribbeo* on the 5th ult. The *Caribbeo* was at the *Yatze* on the 6th ult. 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A hundred men are now building an ice palace for the Carnival to begin on the 24th.

OTTAWA, 9th January. It is stated that the Government has decided to purchase his estate and property upon the lands now leased for ranch purposes in the northwest. Lessee will be allowed a proportionate reduction of rent for lands taken. Ranching must not interfere with or prevent any legitimate settlement.

AFRICA.  
MORE FIGHTING IN THE TRANSVAAL.

DURBAN, 9th January. In a battle to-day between the Boers and Ma- poch, the former were driven back.

EGYPTIAN PILGRIMS.

CAIRO, 9th January. A procession of the pilgrims who have returned from Mecca took place to-day in the presence of the Khedive and the British and French Egyptian ministers on the occasion of the

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BRUSSELS, 9th January. Germany will ignore the demonstrations at Gambetta's funeral and avoid everything likely to upset French public opinion.

THE FUNERAL OF GENERAL CHANZY.

PARIS, 9th January. General Chanzy, who died at Chalon, will be buried there. The papers do not place his death, neither his memory with that of the soldiers, and the world, who are to be buried in the same grave, which had been made in the forward part of the vessel. She was known, however, to be leading very rapidly. All the passengers were marshalled into their appointed places, so that there was no hurry or confusion. Life-boats were served out, boats swinging, and every preparation made for the emergency. This proved to be unnecessary and immediate that was anticipated. The passengers, who had been in the boats and some of the crew, told of an instant of those craft, the captain and the remainder of the men continuing on board until after the safety of the passengers had been assured. The vessel got very low in the water, and those of the crew who had not escaped in the boats clung to the rigging and awaited results. In about twenty minutes after the collision this vessel gave a tremendous lurch, falling into the water, striking and plunging into the hull, and then swam.

PARIS, 9th January. The scene was heartbreaking in the extreme. The people in the boats were enveloped in darkness and those in the water were without help. The "Kirby Hall," which, immediately after the collision, had rebounded through the violence of the impact, was soon observed in the fog, unable to lower her boats or render any assistance.

The boats of the "City of Brussels" plied up and down the river. The crew, for lifting, all the people were taken on board the "Kirby Hall," and when ministered on board it was found that two of the passengers of the "City of Brussels" were drowned. They were steerage passengers and were Italians. Eight of the crew also lost, including the Second Officer, Young, and Carpenter Woods. All others are believed to be safe.

WIESBADEN, 9th January. The "Kirby Hall," after searching for several hours, will be blown up. When she arrived at the last night and directed the survivors at the landing stage. One of the crew of the "City of Brussels" states that some of the "Brussels" boats returned to that steamer before the sun and pulled the boat close to her so as to give those on board an opportunity of saving themselves. The men dived not go actually alongside the sinking vessel for fear their boats would be taken down with her. Thus a number of those who had been taken into the water were rescued, among them being the captain, who was floating on a spar. While the boats were still being rowed about the vessel, she suddenly plunged down, bow first, in about 14 fathoms of water, leaving only her funnels visible. The boats rowed for a time about the spot where she sank.

LIVERPOOL, 9th January. Skinner, a passenger on the "City of Brussels," states that the pilot jumped into the first boat launched. This so enraged the captain that he called upon the crew to pull him out. This caused the only incident of confusion. Matters were conducted so smoothly that until five boats were lowered the passengers did not believe the disaster really serious.

LONDON, 9th January. It is found impossible to raise the hull of the "City of Brussels," which will be blown up. The body of one of the two Italian passengers drowned has been recovered.

The officials of Mersey Docks Board and Liverpool Salvage Association visited the scene of the collision and marked the spot of the disaster, which is two and one half miles from the light-ship. There is no hope of saving the hull. Divers expect to save, if the weather is favourable, a good portion of the cargo. The other portions will doubtless be lost.

AFFAIRS IN IRELAND.

DUBLIN, 9th January. A Donegal priest accompanied the Chief Secretary for Ireland in an inspection of the parish of Columbkill. They visited twenty families who had not a morsel of food in their houses.

A man named Carnay, a tenant farmer, has been beaten to death near Charlemont. His brother was also beaten.

DUBLIN, 9th January. Mr. John Given, M.P. for Meath, is appointed permanent Under-Secretary for Ireland. A husband and wife starved to death at Balmaine. A plot against the life of the Crown Prince Rudolph is reported discovered.

WARNES, 9th January. A Turkish officer insulted the Italian Consul while walking in the streets of Tripoli. The Consul struck and wounded the officer. The Moors demanded the punishment of the Consul.

NEW YORK, 9th January. A Berlin despatch to the New York Herald says: "In well-informed circles it is now circulating the effect that Emperor Wilhelm, on the 22nd of March, which is his eighty-sixth birthday, will abdicate in favour of the Crown Prince."

ST. PETERSBURG, 9th January. The sale of the Gobos on the streets is prohibited. The St. Petersburg Zemstvo states that Prince Wassanoff has resigned the post of director of post administration.

PAULS, 9th January. Prince Sexton, addressing his constituents, said the leaders of the Irish party were determined to carry on the agitation for the independence of Ireland.

DUBLIN, 9th January. A farmer named Curran was beaten to death at Strokestown, County Mayo.

THE FUNERAL OF GAMBIETTA.

PARIS, 9th January. The Cabinet Council has invited the commanders of army corps and judges to attend Gambetta's funeral. In consequence of the New Year's Fair on the boulevards, the funeral procession will pass through the Rue de Rivoli, Boulevard de Sébastopol, and Rue de Turbigo. The entire front of the Chambre de Commerce will be draped in mourning. The number of wreaths sent to be placed on Gambetta's coffin exceed 25,000. Four hundred deputations from the provinces will attend the funeral. Blub orations will be delivered at the entrance to the cemetery of Père Lachaise. Among the speakers will be Minister of Justice, representing the Government, and M. Foyat, Vice-President of the Senate, representing the Senate.

The statue in the Place de la Concorde will

be pulled to-morrow. The troops will march to the cemetery at the rate of the cortege. Dumers, President of the Council, is invited, and unable to take part in the funeral services.

To-day, while Paul de Roulleau was watching by the side of the catafalque, the Mayor walked into the room. Roulleau said, "You have a right to approach the coffin of a man you have installed into life," and with these words he struck the Mayor, and received the blow. By orders of M. de Roulleau, the blow.

PESSY. HYACINTHE will preach the funeral sermon. Sunday. The gas and electric lamps of the Place de la Concorde will be lighted and veiled with orange on Saturday.

PARIS, 9th January. The coffin containing the remains of Gambetta was placed in the nave. The Latin Mass was said. A boy of seven from Lorraine, sent from Metz, was placed upon it. The boy is unchristened with the words "L'heureux Mortuus Visita, non Damna."

MARSEILLE, 9th January.

The Government has informed the father of the Palmer and party was committed by order of the Governor of Nabil, a sympathizer with Arabi Pasha and now a prisoner at Suwe. A Bedouin Sheik, who undertook to escort Professor Palmer and betrayed the party, died in the hospital at Suwe.

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PARIS, 9th January. The scene was heartbreaking in the extreme. The people in the boats were enveloped in darkness and those in the water were without help. The "Kirby Hall," which, immediately after the collision, had rebounded through the violence of the impact, was soon observed in the fog, unable to lower her boats or render any assistance.

The boats of the "City of Brussels" plied up and down the river. The crew, for lifting, all the people were taken on board the "Kirby Hall," and when ministered on board it was found that two of the passengers of the "City of Brussels" were drowned. They were steerage passengers and were Italians. Eight of the crew also lost, including the Second Officer, Young, and Carpenter Woods. All others are believed to be safe.

WIESBADEN, 9th January. The "Kirby Hall," after searching for several hours, will be blown up. When she arrived at the last night and directed the survivors at the landing stage. One of the crew of the "City of Brussels" states that some of the "Brussels" boats returned to that steamer before the sun and pulled the boat close to her so as to give those on board an opportunity of saving themselves. The men dived not go actually alongside the sinking vessel for fear their boats would be taken down with her. Thus a number of those who had been taken into the water were rescued, among them being the captain, who was floating on a spar. While the boats were still being rowed about the vessel, she suddenly plunged down, bow first, in about 14 fathoms of water, leaving only her funnels visible. The boats rowed for a time about the spot where she sank.

LIVERPOOL, 9th January. Skinner, a passenger on the "City of Brussels," states that the pilot jumped into the first boat launched. This so enraged the captain that he called upon the crew to pull him out. This caused the only incident of confusion. Matters were conducted so smoothly that until five boats were lowered the passengers did not believe the disaster really serious.

LONDON, 9th January. It is found impossible to raise the hull of the "City of Brussels," which will be blown up. The body of one of the two Italian passengers drowned has been recovered.

The officials of Mersey Docks Board and Liverpool Salvage Association visited the scene of the collision and marked the spot of the disaster, which is two and one half miles from the light-ship.

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## INSURANCES.

SCOTTISH IMPERIAL INSURANCE COMPANY.  
FIRE AND LIFE.

INSURANCES against FIRE granted at Current Rates. Considerable Reduction in Premiums for LIFE INSURANCE in China.

MEYER & Co., Agents.  
Hongkong, 3rd June, 1879. [1043]

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

CAPITAL OF THE COMPANY, £1,000,000 Sterling, OF WHICH IS PAID UP, £100,000 Sterling.

RESERVE FUND UPVALUED, £100,000 Sterling.

ANNUAL INCOME, £250,000 Sterling.

The Undersigned have been appointed Agents for the above Company at HONGKONG, CANTON, FOOCHOW, SHANGHAI, and HANKOW, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.  
Hongkong, 15th October, 1882. [112]

PLAICES granted on MARINE RISKS to all

Subject to a charge of 12% for Interest on Shareholders' Capital, all the Profits of the Underwriting BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premium paid by them.

RUSSELL & Co., Agents.  
Hongkong, 8th May, 1882. [15]

THE GRANDE COMPAGNIE D'ASSURANCES MARITIMES. (CERCLE TRANSPORTS ASSURANCES) PARIS.

CAPITAL SUBSCRIBED, 50,000,000 Francs.

CAPITAL PAID UP, 12,500,000 Francs.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of 350,000 on First-class Risks.

LINSTEAD & DAVIS, Agents.  
Sun Fire Office.  
Hongkong, 12th May, 1882. [15]

LA GRANDE COMPAGNIE D'ASSURANCES MARITIMES. (CERCLE TRANSPORTS ASSURANCES) PARIS.

CAPITAL SUBSCRIBED, 50,000,000 Francs.

CAPITAL PAID UP, 12,500,000 Francs.

The Undersigned are prepared to grant POLICIES on SHARERS' Capital, all the PROFITS of the Underwriting BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premium paid by them.

RICHARD BLACKBELL, Esq., Agent.  
69 and 69, Cornhill, E.C.

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Subject to a charge of 12% for Interest on Shareholders' Capital, all the PROFITS of the Underwriting BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premium paid by them.

LIEBIG'S EXTRACT OF MEAT CO. LIMITED. 12,500,000 Francs.

THE LONDON ASSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.

A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:

MARINE DEPARTMENT.

Policies issued at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods, at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding 25,000, at reduced rates.

HOLLIDAY, WISE & Co.  
Hongkong, 26th July, 1872. [113]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

FRITH & CO., Agents.  
Hongkong, 1st January, 1882. [118]

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to grant INSURANCES against FIRE to the extent of 210,000, on first-class risks at current rates.

MELCHERS & Co., Agents.  
Hongkong, 27th March, 1876. [111]

TRANSAANTLATIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to accept RISKS against FIRE at Current Rates.

SIEMSEN & Co., Agents.  
Hongkong, 16th November, 1872. [114]

THAMES AND MERSEY MARINE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—1, ROYAL EXCHANGE BUILDINGS, LONDON.

The Undersigned, having been appointed Agents in Hongkong and China for the above Company, are prepared to accept MARINE RISKS at Current Rates, allowing usual discounts.

ADAMSON, BELL & Co., Agents.  
Hongkong, 4th May, 1881. [847]

NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.

ARNHOLD, KARBERG & Co., Agents.  
Hongkong, 4th September, 1879. [1690]

UNIVERSAL LIFE ASSURANCE SOCIETY.

ESTABLISHED 1834.

INSURANCES BROKEN for Life or Short Periods; on Joint Lives; and on the Limited payment system.

For Particulars, apply to

LINSTEAD & DAVIS, Agents.  
Hongkong, 27th December, 1882. [116]

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned Agents for the above Company, are prepared to ACCEPT RISKS on First-class Risks at 4% net per Annum, and other Insurance at Current Rates.

AGENCIES at the Treaty Ports of China and Japan, and at Singapore, Saigon, Peking, and in the Philippines.

JAS. B. COUGHTRIE, Secretary.

Hongkong, 27th March, 1882. [890]

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

Is prepared to ACCEPT FIRST-CLASS RISKS at 4% net per Annum, and other INSURANCES at Current Rates.

AGENCIES at the Treaty Ports of China and Japan, and at Singapore, Saigon, Peking, and in the Philippines.

HO SHEN CHEE, Secretary.

Head Office, Hankow Bank, Shanghai, 1st June, 1882. [1092]

THE CHINA MERCHANTS INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SHANGHAI.

CAPITAL (FULLY SUBSCRIBED) £1,000,000.

BOARD OF DIRECTORS.

TONG KING SENG, Mr. Chairman.

CHU YU CHEN, Mr. Vice-Chairman.

CHU TO CHU, Esq., Yip Yip Tui, Esq., and others.

HO SHEN CHEE, Esq., Secretary.

Head Office, Hankow Bank, Shanghai, 1st June, 1882. [1092]

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1801.

THE Undersigned having been appointed Agents for the above Company, are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co., Agents.

Hongkong, January 1882. [1018]

## INSURANCES.

YANGTSZE INSURANCE ASSOCIATION.

HIGHEST AWARD AND PRIZE MEDAL—PHILADELPHIA EXHIBITION, 1876.

AKERY & SON'S EMERY and BLACK.

LEAD MILLS.

WESTMINSTER BRIDGE ROAD, LONDON, ENGLAND.

AKERY'S WELLINGTON KNIFE, POLISH

TACKLES, SCREW DRIVERS, SCREW-SLIPS, &c.

AKERY'S INDIA RUBBER KNIFE BOARDS

from 1s. Ed. each.

AKERY'S SILVERSMITH'S SOAP (NON-MERCURIAL).

For Cleaning and Polishing Silver, Electro-plate, Plate-Glass, Marble, &c. Tablets, 6d. each.

AKERY'S GENUINE EMERY, GRAIN AND FLOUR.

AKERY'S GOODS SOLD BY THE WHOLESALE

at Ironmongers, Grocers, Druggists,

Druggists, &c.

HEAD OFFICE—SHANGHAI.

Mrs. RUSSELL & Co., Secretaries.

LONDON, BRANCH.

Mrs. BARRY & BROTHERS & Co.,

Bankers.

1882.

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DOUGLAS LAPRAK & Co., Agents.

For Phoenix Fire Office.

Hongkong, 1st May, 1882. [15]

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